GENERAL PROVISIONS

- All temporary traffic control (TTC) devices used shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges, the MUTCD, and shall meet the NCHRP Report 350 requirements for Test Level 3 devices.
- Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD QPL.
- No TTC shall be erected without the approval of the Project Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions, or detours shall occur without the approval of the Project Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all TTC devices called for in these plans or required by the Project Engineer for the protection of the traveling public as well as all LADOTD and construction personnel.
- The contractor shall also be responsible for the maintenance of all permanent signs, pavement markings, and traffic signals left in place as essential to the safe movement and guidance of traffic within the project limits.
- The DTOE shall serve as a technical advisor to the Project Engineer for all traffic control matters.
- The Chief Construction Engineer or his appointed designee shall approve all signs and situations not addressed in the plans based on the Project Engineer's and the DTOE's recommendations. All changes shall be noted in all project traffic control diaries.
- Any additional signs shown in the MUTCD and required by the Project Engineer shall be installed under Item 713-01-00100.
- Neither work activity nor storage of equipment, vehicles, or materials shall occur within the buffer space.
- When a work area has been established on one side of the roadway only, there shall be no conflicting operations or parking on the opposite shoulder within 500 feet of the work area.
- A lighting plan shall be submitted to the Project Engineer 30 days prior to night work for approval. (See section 105.20 of the Louisiana Standard Specifications for Roads and Bridges.)
- Parking of vehicles or unattended equipment, or storage of materials, within the clear zone shall not be permitted unless protected by guardrail or barriers. If the clear zone is not defined on the plan sheets, the project engineer shall verify. See typical sections.
- Upon removal of existing guard rail, the contractor shall install an NCHRP 350 approved crash attenuator or barrier to protect the blunt end of the bridge or column until new guard rail is installed. After removal of the existing guard rail, new guard rail should be installed within seven (7) days.
- All costs associated with crash devices are to be included in Item 713-01-00100.

ALL TC DETAILS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TC DETAILS.

PAVEMENT MARKINGS (see QPL)

- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding. (Existing striping shall not be painted over with black paint or covered with tape.)
- If special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.
- Temporary Raised Pavement Markers may be added to supplement temporary striping in areas of transition, in tapers, in diversions, and in other areas of need as shown in the plans or as directed by the Project Engineer.
- Materials and placement of temporary pavement markings shall conform to Section 713 of the Louisiana Standard Specifications for Roads and Bridges. If no pay item exists for temporary markings they shall be installed under item 713-01-0100.
- Temporary markings installed in the permanent configuration shall comply with DOTD standard plan PM-01, MUTCD, and/or the permanent striping plans.

DYNAMIC MESSAGE SIGNS (DMS)

- DMS shall be used on all Interstate Highways and on all other roadways (where space is available) with an ADT greater than 20,000. DMS will be paid per each under Item NS-713-00001.
- When used in advance of a lane closure or a lane shift, the DMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for interstates and to be determined by the Project Engineer on other highways.
- For interstates and multi-lane highways, if vehicles are queuing beyond the 2 mile DMS, an additional DMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper or at the end of the queue, whichever is greater.
- DMS messages shall be approved by the DTOE. Messages shall be no more than 3 lines and 2 screens.
- DMS should be placed as far from the traveled lane as possible. They shall be shielded by guardrail or barriers. If this is not possible they shall be delineated with one drum at each corner.
- When the DMS is not displaying a work zone appropriate message pertaining to the ongoing construction project it shall be shielded by guardrail or barriers, or removed from the clear zone.

ABBREVIATIONS

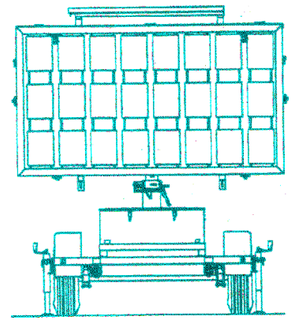
LADOTD.....Louisiana Department of Transportation and Development
MUTCD.....Manual on Uniform Traffic Control Devices
NCHRP.....National Cooperative Highway Research Program
QPL.....Qualified Products List
DTOE.....District Traffic Operations Engineer
DMS.....Dynamic Message Sign
ADT.....Average Daily Traffic
TC Details.....Traffic Control Details
TTC.....Temporary Traffic Control
TMC.....Traffic Management Center
ANSI.....American National Standards Institute
AGC.....Associated General Contractors of America
ATSSA.....American Traffic Safety Services Association
B.O.P.....Beginning of Project
E.O.P.....End of Project

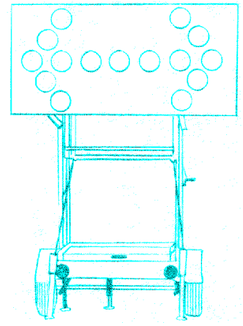
SPEED LIMITS

- The Project Engineer may approve a 10 mph drop in the speed limit for posted speeds of 45 mph or greater and for any construction, maintenance, or utility operation that requires one or more of the following:
  - (A) The condition of the traveled way is degraded due to milled surfaces or uneven travel lane lines greater than 1.5 inches.
  - (B) Work is in progress in the immediate vicinity of the travel way requiring lane closures or lane width reductions less than 11 feet.
  - (C) Workers present on the shoulder within 2 feet of the edge of the traveled way without barrier protection.
- The reduced speed zone shall only apply to those portions of the project limits affected. The Project Engineer may allow SPEED LIMIT WHEN FLASHING signs to supplement reduced speed zones.
- If the speed limit is reduced, speed limit signs shall be placed:
  - (A) beyond major intersections;
  - (B) at one mile intervals in rural areas;
  - (C) at half mile intervals in urban areas.
- At the end of the reduced speed zone, a speed limit sign displaying the original speed limit prior to construction shall be installed.
- For all other speed limit reductions not listed above the Project Engineer and the DTOE shall recommend the speed reduction to the Chief Construction Engineer or his appointed designee for approval.
- If the speed limit is reduced more than 10 mph, placement of the signs shall be re-evaluated according to the MUTCD.

FLASHING ARROW PANELS

- All Flashing Arrow Panels shall be 4 feet by 8 feet and Type C.
- Flashing Arrow Panels should be placed on the shoulder. When there is no shoulder or median area, the arrow panel shall be placed within the closed lane behind the channelizing devices and as close to the beginning of the taper as practical.
- Flashing arrow panels shall be delineated with retroreflective TTC devices.
- At no time shall the arrow panel encroach in the traveled way. When Flashing Arrow Panel signs are not being used, they shall be shielded by guard rail or barriers, or removed.
- Arrow panels shall only be used for lane reduction tapers and shall not be used for lane shifts.





SHEET NUMBER
PARISH | FEDERAL PROJECT | STATE PROJECT
DESIGNED J. COLVIN | DETAILED J. JOHNSON | DATE 03/19/2010
CHECKED P. ALLAIN | CHECKED J. COLVIN | SHEET
REVISION DESCRIPTION | BY | DATE | NO.

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
SPECIAL DETAIL | TC-00 (A)

TRAFFIC ENGINEERING